



# **DB7** Celebration

September 1, 2019  
Wormsley Estate



# Welcome to the DB7 Celebration!

Dear DB7 enthusiast,

A 25th anniversary is always a good reason for festive celebrations and the 25th anniversary of the Aston Martin DB7 is no exception. The idea was born on the AMOC Forum. What started as a small gathering to mark the occasion, quickly grew into possibly the largest gathering of DB7s ever recorded.



As the event grew, so did the wish to assemble a display of very special cars for all DB7 enthusiasts to admire. We quickly found a few interesting cars: the NPX prototype from AMHT; the TWR V12 prototype from Oselli; both DB7 i6 GT Competition Prototypes, from a private owner and Nicholas Mee; the unique DB7 V8 by Works, from a private owner as well as most of the special editions that were marketed in the UK and Europe. However, we were still looking to show something truly special - something that would attract the crowds and generate lots of discussions. A phone call to Italdesign followed, to enquire if they would be willing to lend us their spectacular Twenty Twenty concept car. Surprisingly they agreed, creating a unique opportunity to see the car in the UK for the first time since 2005.

A new line of DB7 merchandising, including polo shirts, caps and mugs was commissioned featuring a custom designed logo. Visit the AMOC shop in the Opera House to purchase these items including the strictly limited edition poster, released specifically for this event.

Tim Cottingham provided text and images for this programme booklet. As the AMHT Registrar, Tim was able to enrich the text with newly released production numbers for many of the DB7 variants. Thank you very much, Tim, for the informative read! Thank you to Banbury Litho, who printed this booklet in the very same factory where the DB7s were built.

The celebration as you see it today is the result of the hard work of many. I would like to thank the DB7 Celebration team for the enormous effort all of you put in: Anne Reed, Anthony Oade, Chris Dodd, Chris Done, Chris Fendt, Heather Eisenhut, John Purser, John Warden, Marc Aylott, Ray Khan, Rob Smith and Steve Waddingham. Both AMOC and AMHT teams have been very supportive of the event, with special thanks to Christine, Joanne, Kerry and Linda. We would like to thank our main sponsor Aston Martin Works, whose financial support helped making the DB7 Celebration possible. Our thanks are also due to the fine people who worked at Bloxham. Not only will some of them have joined us today for a Q&A session, but they made our cars become reality, for which we can only be extremely grateful. Finally, we would like to thank all of you: owners who have brought their cars in such great numbers and enthusiasts who have come to admire them.

On behalf of the DB7 Celebration team, I wish you all a most enjoyable day!  
Please use the hashtag #DB7Celebration when sharing your pictures on Social Media.

Hendrik Delameilleure

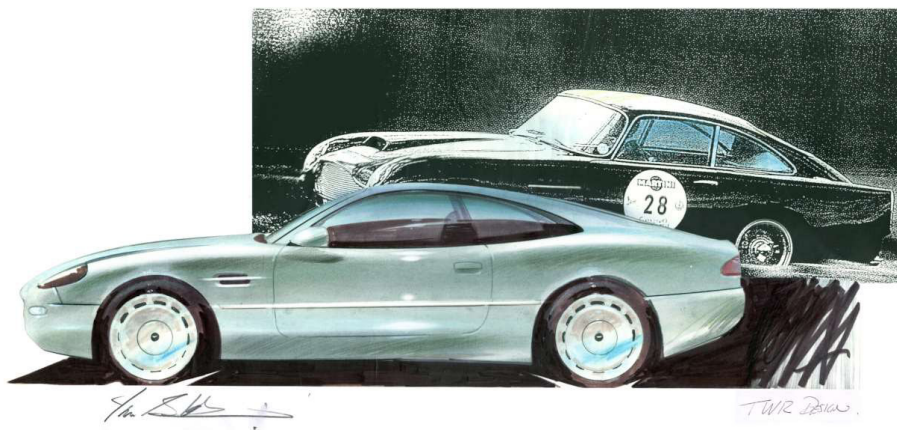


**DB7** Celebration

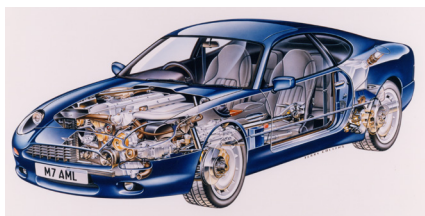


# A pocket guide to the DB7

Cast your mind back to the early 1990's. The heady days of the late 80's were fast becoming a distant memory as the worldwide recession was starting to bite. Economic downturns have a habit of being brutal to the motor industry and Aston Martin Lagonda was more vulnerable than most operating totally in the ultra-premium sector. Sales of the brand new but expensive Virage were slowing and Victor Gauntlett, the man who had successfully led Aston Martin Lagonda (AML) for more than 10 years called it a day and stepped down as company Chairman. The Ford Motor Company, the majority shareholder in AML became sole owners and asked one of their most senior and well-respected former executives, a man who had effectively retired a year previously, to head up this tiniest outpost of their massive empire. Walter Hayes CBE had begun his working life as a journalist but after being offered the post to head the Ford PR department in 1962, arguably did more to elevate the 'Blue Oval' in Europe than anyone individual either before or since. Without the influence of Walter, it is unlikely the world would have ever seen the GT40, Cosworth DFV Formula 1 engine, Lotus Cortina or Escort Mexico. He was even pivotal in Ford acquiring Aston Martin in 1987 and Jaguar in 1990.



Legend has it that on his very first day as Executive Chairman, Walter set in motion the ambitious project for a smaller, lighter and less expensive GT; a DB4 for the 1990's and beyond. Also with an eye on the PR value, Walter approached Sir David Brown to return to AML as Honorary Life President, in the hope that Sir David would permit the use of the 'DB' nomenclature for the cars once again. With his CV, who better to champion a car that would set a template for a new range of cars that AML are still making to this day?



Much of the design and development of the new car, initially known as Project Newport Pagnell eXperimental (NPX for short) was handled by Tom Walkinshaw Racing (TWR), a firm with motorsport heritage and strong links with Jaguar and particularly the XJ-S. Crucially, TWR had just established



a design studio and taken on talented stylist, Ian Callum, a 35 year old Scot, previously employed by Ghia in Italy. They had a factory about to become vacant in Bloxham, near Banbury which had previously been used to build the Jaguar XJ220 hypercar. TWR also had access to other abandoned Jaguar projects and had familiarity with the Jaguar XJ-S so were able to move NPX forward at breakneck speed.

The whole project would have come to nothing if the Board at the Ford Motor Company got 'cold feet' over providing the funding, but Hayes was able to convince them that the project was not only feasible, but that it would be profitable. His past record suggested that he was probably right, and Ford were able to sanction its implementation.

Reputedly, Walter Hayes sent a pair of classic DB's to the TWR styling studio, a DB5 and a DB4GT Zagato Sanction 2, plus countless images of road and race Aston Martins of the past and told the Callum that he wanted the latest version of the 'DB line'. Instead of masses of drawings, Callum quickly went from the paper to a full sized clay model as he didn't believe that his design could be given enough justice in just two dimensions.

## The 1993 Geneva Show car

Unveiled in 1993, the new DB7 captivated visitors to the Geneva Motor Show and looked like a true thoroughbred, being both timeless and startlingly elegant. Unlike other hurriedly prepared concepts, the car appeared production ready right from the off. Aston Martin were keen to talk about the TWR developed 3239cc six cylinder powerplant, augmented with an Eaton supercharger, sufficient to produce peak power of 335bhp allowing a claimed 161mph top speed with acceleration to 60mph in just 5.7 seconds. All this now appears rather odd, as the Geneva car couldn't have actually moved under its own power; it was totally lacking an engine and gearbox. Uniquely for an Aston Martin, the DB7 was a semi-monocoque with both steel and composite body panels instead of the labour intensive handmade aluminum panels of previous DB's. The cockpit was quite modern, yet it displayed the classic walnut facias and door cappings so beloved of traditional Aston Martin owners. The Geneva Show car is being shown today, thanks to its custodians, the Aston Martin Heritage Trust (AMHT).



# DB7 i6 Coupe

The cars that emerged from Bloxham some 18 months after the successful Geneva Show launch were virtually identical in appearance to the show car. Despite a few issues with the press cars, the media were extremely positive and supportive about the new DB7; they were as keen as AML for it to be a success. Failure of the project would have closed AML for good, of that there is no doubt. Fortunately customer demand was overwhelming and in excess of 600



cars a year were finding new owners, many of which were new to the marque. The 'halo' effect of the DB7 even spread to the more expensive coachbuilt 'V range' and sales of the exclusive fully hand-built cars grew too. The term we now use for the first series of cars, 'i6' (meaning 'inline 6-cylinder'), was initially not widely used outside of the factory, until the V12 powered car was launched in 1999.

A total of 1578 examples of the DB7 i6 coupe were built across six model years. From 1994MY to 1996MY, 781 examples were built and sold worldwide, excluding however North America, as they did not have front passenger airbags. A majority of these early cars, 453, found homes within the United Kingdom. From 1997MY, the i6 was launched in North America with twin airbags; this also coincided with the launch of the i6 Volante. The later cars slightly outnumbered the pre-airbagged cars with 797 built and sold (429 for the UK market).

Very early cars only came with a Getrag 5 speed manual gearbox. A 4 speed GM automatic gearbox became available a few months after launch. Despite this, by the time the i6 production had ended, the auto box had proved the more popular choice with 1049 examples built against 529 manual cars.



When looking at the cars displayed today, keep a look out for the rare early 'frisbee' type wheel trims. Also it might be that you can find US spec cars which feature reflectors on the front and rear wings, a smaller rear license plate aperture and deeper rear bumpers. Harder to spot will be examples of 1994MY as only 18 were built. These cars have bespoke aluminium wings fitted by expert panel beaters from Newport Pagnell. This was as an emergency measure to keep production moving following problems with the new composite materials.

These early i6 coupes are much sought after by owners wanting to drive a car with the purity of the original Ian Callum styling, relative scarcity and reasonable (for an Aston Martin) purchase and running costs.



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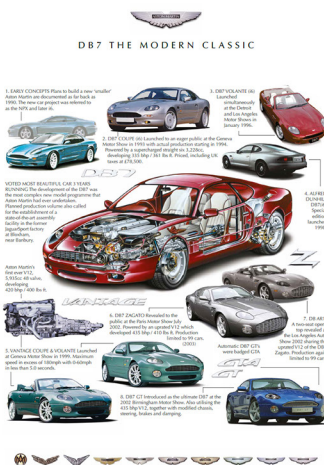
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Visit the Club Shop in the Opera House to purchase items from the new DB7 Collection, specifically commissioned for the DB7 Celebration, including a custom designed logo.



# DB7 i6 GT Competition Prototypes

Early in 1995 and with production of the coupe in full swing, AML unveiled a very special and exciting version of the DB7, the GT. Being so obviously influenced by the DB4GT 'gentleman's racer' concept, the race track focused car signaled the intention for a return to the companies racing roots. The original intention was to make both a fast road car and a competitive club racer, but the road car idea was quickly dropped. The plan for the GT also involved a one make race series of mechanically identical cars to be run in support of major race events (F1, Le Mans etc.). Initially, Aston Martin commissioned Prodrive (now responsible for Aston Martin Racing) to build a fully stripped out racing DB7 and sent them the very first production car (chassis 100001). Once stripped of unnecessary parts and fitted with uprated components, it was finished in a traditional AM racing green and adorned with a red band around the grille, reminiscent of the DB3S, DBR1 and DBR2.

Then, rather oddly, a second example (100006, also an ex-press demonstrator), was built by AM Works Service with a similar colour scheme of Almond Green and white roundels but this time with a yellow band around the grille; in effect, a Works replica. Chassis 100006 even got a new identity with DB7GT 001 displayed on an oval plate stating that it was a product of the Newport Pagnell 'Competitions Department'.



The works-built car was extensively photographed, demonstrated by Sir Stirling Moss at Goodwood, tested by the press and eventually even road registered. In contrast, the original Prodrive car was hardly seen and contemporary photographs are rare. There was even some talk of Le Mans but sadly the club racers and one make race series never came to be; both DB7GT's were quietly sold off in 1996. Thankfully, the effort spent on the GT was not wasted and many of the performance modifications were eventually offered as aftermarket fittings through Works Service and marketed within the 'Driving Dynamics' package. Today, both cars are displayed together for the first time in almost 25 years.





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## DB7 i6 Volante

The convertible DB7 Volante was unveiled in early 1996 at both the Los Angeles and Detroit motor shows. This was no accident as the Volante was to spearhead the return of Aston Martin to the vital North American market. Designed by Ian Callum simultaneously with coupe, the Volante looked achingly elegant both hood up or down, much like every previous Aston Martin drop-head. Underneath the sleek and perfectly proportioned thoroughbred, lay additional strengthening to offset the lack of the roof, especially around the windscreen to provide a degree of rollover protection. All DB7 i6 Volantes were fitted as standard with twin air bags, which were also adopted on the coupe, a feature without which the car could not have been sold in the USA. Performance of the Volante was slightly down on the coupe due to both increased weight and aerodynamic drag, yet with the manual gearbox, sixty miles per hour could be achieved in six seconds. Top speed was limited to 155 mph to protect the roof from being peeled away at high speed.



Production of the i6 Volante stretched over three model years and as such, with only 895 examples built, is much rarer than the coupe. The biggest market was the UK, with 353 examples, very closely followed by the US, which took 340 cars. The automatic gearbox was the most popular choice meaning that the 192 manual i6 Volantes are much sought after by enthusiasts.



Strangely, relatively more i6 Volante prototypes may have survived. AMHT has identified 10 complete cars and is aware of at least three survivors although there could well be more. These may be distinguished by their pre-air bagged steering wheels and early 'tombstone' front seat backs.



## DB7 GTS and GTS II

The DB7 GTS was initially a special edition of the DB7 i6 commissioned by and built for Aston Martin Sales of Mayfair in 1996. Rather than a common colour and trim spec, these cars received matching upgrades. These included air louvres set into twin 'Zagato style' bonnet bulges, a black 'Le Mans' style grille with bright surround, Speedline split rim wheels with body coloured and White instrument dials and a wood rimmed steering wheel and finally a Garrard Swiss-movement analogue clock. The independent specialists in DB7's, Car Care Works of Hertfordshire (now known as Chiltern Aston), were contracted to carry out the conversion work to both Coupes and Volantes. In addition to the brand new cars, the GTS upgrade was also made available to road registered i6's with the modifications retro fitted.



The DB7 GTS II was a further development of the GTS, with twin round Vantage style rear light clusters (but different to the type used by Works Service). GTS II cars also have mono-programmed wheel centres and boot finishers. Whilst it is possible to purchase or fit many of the special features of the GTS from Chiltern Aston, only genuine GTS/GTS II have the louvred 'Zagato style' bonnet bulges as they have never been available separately. The AMHT are aware of all examples comprising of 18 GTS i6 coupes, 6 GTS i6 Volantes, 8 GTS II i6 coupes and 3 GTS II i6 Volantes, all right hand drive. As well as the DB7 i6 a small number of V12 Vantages were modified by Chiltern Aston in period. The dozen cars are made up of 8 coupes (3 GTS, 5 GTS II) and 4 Volantes (3 GTS, 1 GTS II).





# DB7 Driving Dynamics

When the customer wanted their i6 DB7 to become something special, the car had to return to Works Service in Newport Pagnell for that extra special touch. The Driving, Visual and Chassis Dynamics packages offered a menu of enhancements for the i6 DB7 that evolved from the stillborn track ready DB7 i6 GT. Under the skin were up-rated brakes based on those of the supercharged V8 Vantage, up-rated suspension, sports exhaust and traction control. Bodywork enhancements, marketed as 'Visual Dynamics' included revised front spoiler, sill extension, rear bumper with lower valance, round tail lights and a boot spoiler.

A larger intercooler for the supercharger was also available letting the engine breathe denser air – together and with a free-flowing exhaust manifold increased power by up to 50 bhp, giving a potential 385 bhp. Cars with such aftermarket enhancements are also known as 'Works Prepared' and often feature the addition of the green 'Works Prepared' badge, although the modifications were also available from official AM dealers worldwide - where such aftermarket modifications are allowed, of course.



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# Alfred Dunhill DB7

During June 1997, AML unveiled an exclusive special edition DB7 for Alfred Dunhill, the leading English company specialising in clothing and accessories for a discerning clientele. The car featured a series of exclusive luxury appointments including a humidor for the carriage of the finest cigars and an exclusive Dunhill Millennium clock set into the centre console. The exterior was painted in exclusive platinum metallic, known as Dunhill Silver; the interior a contrasting charcoal Connolly hide piped in silver grey. Uniquely on the Dunhill, the traditional walnut veneers were replaced with attractive brushed aluminium facias. Design features from Dunhill products were incorporated in the door handles, surround for the boot release, white faced instruments and the gear lever. The design of the wheel centres was based on that of the Dunhill Millennium Watch and is perhaps the easiest way to identify a Dunhill, unless after-market wheels have been fitted.



Although the Dunhill was stated to be limited to 150 examples, only 78 were completed - 52 coupes and 26 Volantes. The manual gearbox was only fitted to 20 Dunhill coupes; but the rarest derivative is the manual Dunhill Volante, with only three examples built, all left hand drive.



## Neiman Marcus DB7

Another US market only special edition is the Neiman Marcus Volante. In all, ten examples were built, all finished in Jet Black, complemented by a black mohair convertible roof and light grey Connolly hide interior piped black. The Neiman Marcus DB7 has carbon fibre panels replacing the traditional wood veneers for the instruments, centre console and doors tops.



## Beverly Hills DB7

The Beverly Hills DB7 was only available, unsurprisingly, through the Aston Martin dealership in Beverly Hills, California. This dealer edition was introduced shortly before the ending of i6 production in 1998 and featured Midnight Blue coachwork with parchment and blue hide interior. Only six were built, 2 coupes and 4 Volantes.







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# Stratstone DB7

In early 1999, shortly before the end of DB7 i6 production, Stratstone of Mayfair, the London dealer of Aston Martins (which took over from Aston Martin Sales in the capital), commissioned a series of visually identical DB7's for their customers.

In total, 19 were made; 9 coupes (2 with manual gearbox) and 10 Volantes (2 with manual gearbox) - all right hand drive and all destined for the British market. Each car was finished in Bowland Black, with a light grey interior and individually numbered sill plates.

Customers took delivery of their cars at a special handover ceremony held at Blenheim Palace. The customers were even transported to the venue by especially chartered helicopters.





## DB7 V8 by Works

At the request of a customer, the Special Projects Group at Works Service were given the job of shoehorning the 32 valve V8 into a DB7. This was first tested with a works mule, which was subsequently destroyed making this, the customer version, the only factory DB7 V8 ever made. The engine wasn't just the regular 5.3 version, this DB7 received a 6.3 litre unit, detuned to 452 bhp and mated to the familiar 4 speed plus overdrive Chrysler Torqueflite automatic gearbox.



The finished car received the Driving Dynamics body kit, brass coloured mesh grilles and the 5 spoke lightweight Dymag GT wheels. The bonnet was especially made from aluminium with twin power bulges together with bespoke aluminium wings and boot lid.



# DB7 V12 prototype by TWR

Tom Walkinshaw, the owner of TWR, was keen to have a Ferrari 456, a front engined V12 super coupe of the mid-1990's, but with his association with Aston Martin, this would not have looked appropriate. Thus, as TWR had just finished their work in designing and engineering the DB7 i6, they secretly and independently proceeded to create a V12 super GT for Tom, perhaps with an eye on a possible future 'DB7 Vantage'. A pre-production DB7 was set aside and the very top people at the TWR Leafield technical centre near Witney, were assigned to the project. Even Ian Callum, original stylist for the DB7, was asked to 'improve' on his greatest design.



As Walkinshaw was keen on a V12, it was only sensible that the basis for this was the familiar Jaguar unit. Ever since the 1980's TWR has been building and racing the engine in the XJ-S and Group C XJR Le Mans cars as well as their rather special JaguarSport road cars. The resulting engine is best described as a detuned race unit, rather than simply a modified regular Jaguar item. Bored out to 6.4 litres it was fitted with unique 'fast-road' 24 valve twin overhead cam heads and a Zytec engine management system. The result is a claimed output of 475 bhp and 470 lb.ft. of torque all through a six speed manual gearbox as used on the Corvette and appropriately, the supercharged V8 Vantage. As you should expect, the car has uprated suspension and braking with wheels significantly wider than the regular i6.

Ian Callum's updates to the shape didn't involve changes to the metal but consisted of a revised lower air dam at the front, new rear skirts, new sills and small wheel arch extensions. Also added was a rear wing that would be an attractive addition to any DB7.

Although the V12 DB7 was initially conceived as the personal car for Tom Walkinshaw and a showcase of the talents of TWR as specialist engineers, the company must have hoped that Ford, owners of both Aston Martin and Jaguar, would adopt the car for the much anticipated Vantage. Sadly this was not to be since Ford had earmarked a V12 of their own design for the higher performance Vantage derivative. The unique car was used for a few years by Tom but was eventually sold off when the financial situation at TWR deteriorated and it went into a private collection, hidden from public view.





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# DB7 Vantage and Vantage Volante

It was no secret that Aston Martin was working with Cosworth to produce a brand new 5.9 litre V12 engine for the cars at the top of the range. Yet the first production Aston Martin to actually use the V12 was the 'entry level' Aston, in the form of the DB7 Vantage. Launched at the 1999 Geneva Motor Show, simultaneously in coupe and Volante form, the small price premium over the outgoing i6 hid a significant leap in performance. A subtle restyle by the original designer, Ian Callum, gave the Vantage a much meaner look. The extra 75bhp allowed an increase in top speed of 20 mph allowing the manual coupe to peak at 185 mph, the Volante was pegged at 165. The dash from 0-62mph was cut by 0.7 seconds to 5 seconds dead. Demand for the DB7 Vantage was even greater than that for the i6 and the rate of production grew to around 1000 cars a year.



Built over four model years (2000MY to 2003MY), 2086 production Vantage coupes were built with a choice of three transmissions. Rarest and arguably the most desirable are the manuals with 569 examples. Automatics number 689 examples, and the new Touchtronic gearbox with '+' and '-' buttons on the steering wheel total 828.



For perhaps the first time in the history of the marque, the Volante was almost as popular as the coupe with 2056 examples. The manual gearbox Volante is really quite rare with only 343 examples built, 768 examples got the automatic gearbox and 945 the Touchtronic.

Initially prototypes had chassis lifted from the i6 production line and became DP (Development Prototype) cars, later cars had V12 chassis numbers. Most have been scrapped although some have survived in an unusual way. DP 001, 002 and 003 were sold off by the factory to be developed by Ray Mallock Ltd (RML) into race cars. DP 004 has been restored in the Netherlands by Aston Martin Heritage Specialists, Noble House. Chassis 300009 was retained by AML for use as a mule when developing the 2003 DB7 V12 GT. Chassis 400002 was turned into the concept AMV8 Vantage, now preserved as part of the AMHT collection. Chassis 400006 was sent to Italy and over the next two years became the 2020 Concept by Ital Design-Giugiaro. Chassis 400008 was used as the basis for the DB7 Zagato prototype.



## DB7 V12 Vantage Jubilee



To celebrate the Queens Golden Jubilee in 2012, the Pendragon-owned Stratstone group of dealers commissioned AML to produce a Jubilee Limited Edition of the DB7 Vantage. With coachwork in special-order Jubilee Blue, demand for this special edition went well beyond the UK. In addition to the 19 Stratstone dealer cars, (9 coupes and 10 Volantes), another two coupes and 3 Volantes were sold in Germany and North American buyers took 9 coupes and 17 Volantes. The distinguishing feature of the Jubilee cars that is easiest to spot are the chrome covered door mirrors.





# DB7 V12 Vantage Keswick

Another limited edition of the DB7 Vantage was the Keswick, produced for the Lancaster group who have two Aston Martin dealerships. Ten cars were offered for sale (5 coupe, 5 Volante) all in matching Ferrari Nero Daytona Black coachwork and charcoal hide interior. Metallic finishes and door cappings replaced the traditional wood veneers and the instruments received white faces.



# DB7 Anniversary Edition

To mark both the 10th anniversary of the DB7 and the ending of production of what was at the time, the most successful Aston Martin of all time, the company announced a limited run of just 100 special cars to commemorate the event. It now appears that 55 were eventually built split between 25 RHD, and 30 LHD, of which only 6 went to the US.



The DB7 Anniversary Edition was available as both coupe or Volante. All coachwork was finished in the same special shade of Slate blue with a contrasting interior of both Caspian Blue and Artic Blue leather. The lighter Artic blue is used on the pleated centre seat panels – making the seats unique to this model. Many items, previously optional extras were made standard on the Anniversary – Touchtronic transmission, graphite grey brake callipers, premium stereo system, sat-nav, colour keyed steering wheel, powerfold mirrors plus parchment instrument dials.





## DB7 GT and GTA

At the 2002 British International Motor Show, AML released the ultimate and most powerful version of the DB7, the (V12) GT, not to be confused with the earlier i6 car of the same name. The GT had its V12 tweaked to deliver 435bhp with additional torque to boot. The suspension was modified, stiffening the chassis by 20%. The exhaust incorporated bypass valves for a sportier sound, while a Vanquish type brake booster and grooved Brembo brake discs with upgraded pads improved stopping performance. The revised quick-shift gear lever and racing twin-plate clutch enabled the driver to maximise use of the increase in power and torque and offered a faster gear change than the standard DB7 Vantage. The final drive was changed from the 3.77 in the Vantage to 4.09 in the GT, so although top speed remained at 185 mph, acceleration was much improved, reducing the time to 60 mph from 5.7 seconds to a shade under 5 seconds.



Special attention was paid to the aerodynamic balance for high-speed stability, with the adoption of additional sweeps for the undertray, wheel arch liner extensions and a revised boot lid spoiler reducing lift by almost 50%. The car also featured twin bonnet vents, a distinctive wire mesh grille, lightweight 5 spoke alloys, and an improved interior featuring sports seats, black oak trim and smart alloy controls on the centre console.

An automatic version, the GTA was also offered with all the chassis, aerodynamic and interior enhancements of the manual GT, whilst retaining the regular 420 bhp engine and 4 speed Touchtronic gearbox.



As only 190 GT's and 112 GTA's were built, these are highly coveted by enthusiasts. Aston Martin Works Service and dealers worldwide are also able to upgrade the regular DB7 Vantage to resemble the GT with the optional wheels, bonnet vents and GT boot lid, although such cars are not to be confused with the real GT's.

# DB7 Zagato

The Aston Martin and Carrozzeria Zagato relationship first began in 1960, when the London Motor Show was graced by one of the world's most beautiful cars ever – the Aston Martin DB4 GT Zagato. When Dr. Ulrich Bez and Dr. Andrea Zagato met and chatted over dinner at the Pebble Beach Concours in August 2001, they decided that an Aston Martin DB7 Zagato would be a rather neat idea.



The styling of the strictly two seater DB7 Zagato was the work of the Italian Carrozzeria Chief Designer, Nori Harada and a team at Aston Martin, including Director of Design Henrik Fisker. All were built on a shortened Vantage Volante chassis and benefited from the 435 bhp engine, suspension and brakes from the GT. Following a customer preview in London and an appearance on the concept lawn at Pebble Beach in 2002, all 99 customer cars were quickly snapped up by eager collectors. Aston Martin retained number 100 (actually the first car) for their own collection. The whereabouts of Chassis 400008 are unknown.





## DB AR1

As the DB7 Zagato was built on a shortened Vantage Volante chassis, selling the car in the US would have been impossible without costly crash testing. Not that this discouraged AML, who instead found 89 North American and 10 European customers for the American Roadster 1 or DB AR1 for short, which retained the standard DB7 wheelbase. The first car, first shown at the 2003 LA Show, was built on a 2002MY Vantage Volante, chassis number 401864.



This wonderful two seat speedster was just what the sunshine states of Florida and California would have found especially appealing. With no roof whatsoever, the AR1 was strictly a leisure car; for owners with an eye on the weather forecasts. Although never officially offered for sale in the UK, a growing number have thankfully returned to our shores - some with retrofitted weather protection. Weather permitting; we should see some in attendance today.

Aston Martin retained DB AR1 number 100 (again, technically the first car) for their own collection, 401864 was sold to a private collector.



# Twenty Twenty by Italdesign – Giugiaro

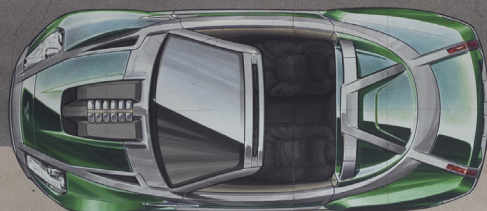
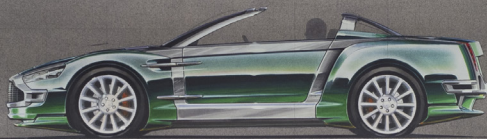
Nowadays we see maybe one new Aston Martin a year, such is the versatility of the current architecture. Yet prior to the plethora of cars from Gaydon, the DB7 became the basis for a rather special concept. Designed by Giorgetto and Fabrizio Giugiaro of Italdesign Giugiaro, the *Twenty Twenty* was intended to give a view of an Aston Martin Spyder for the year 2020. The company sprung this amazing car, previously a pre-production DB7 Vantage Volante, on the unsuspecting visitors to the 2001 Geneva Salon L'Auto. The body shape is made of exposed extruded aluminium structural elements; body panels made from plastic and carbon fibre are fitted between the aluminium exoskeleton.



Whilst most concept cars are just mock ups, as almost every other Aston concept that I can think of, the Twenty Twenty is a fully functioning road car. It is powered by a front mounted, supposedly updated version of the 6 litre V12 from the DB7 Vantage, claimed to produce 500bhp – visible through a grilled fairing on the bonnet. Initially it appears to be a strict 2 seater, although the rear bulkhead can be removed to provide seating for two children. The soft top is stored in its own special housing that can be slotted into position between the roll-bar and

the windscreen, 'Targa' fashion. Notice the fantastic door hinges – derived from the classic Aston wing vent, are both decorative and functional elements.

Giorgetto Giugiaro and Aston Martin previously co-operated in 1961, when Carrozzeria Bertone worked on the two-seater DB4GT Jet coupe prototype. Just like the original 'Jet' car, the 2020 is destined to remain unique. Aston Martin are believed to have thought the 2020 'interesting', but no plans were ever made, even for limited production. The car is back in the UK for the first time since the 2005 Goodwood Festival of Speed.





# DB7, the Savior of Aston Martin

By the end of production, the DB7 had become the most successful Aston Martin ever, with a little over 7000 examples completed over 10 years. Without its undoubted success, Aston Martin would never have survived into the 21st century. By the time AML moved to the new factory at Gaydon in 2003, more than one in every three Aston Martins ever produced was a DB7. Nowadays it is considered one of the most beautiful cars ever made and has left a lasting legacy that every Aston Martin ever since has followed.

Happy Birthday DB7, the car that saved Aston Martin.



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For more detailed information and photographs of the DB7, as well as every other Aston Martin model, please visit [AstonMartins.com](http://AstonMartins.com)



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